

Message Text

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SUBJECT: SOUTH AFRICA SANCTIONS: SALE OF CESSNAS TO SOUTH
AFRICA

REF: USUN 3414

1. USUN SHOULD REPLY TO ARMS EMBARGO COMMITTEE CHAIRMAN
AS FOLLOWS: BEGIN TEXT:

THE UNITED STATES REJECTS THE IMPLICATIONS IN THE
DECEMBER 15, 1977 ARTICLE FROM THE JOHANNESBURG STAR THAT
THE SALE OF SIX CIVILIAN LIGHT AIRCRAFT TO SOUTH AFRICA
IS SOMEHOW A VIOLATION OF THE TERMS OF SECURITY COUNCIL
RESOLUTION 418. THIS SALE WAS CAREFULLY REVIEWED BY THE
DEPARTMENT OF STATE TO DETERMINE WHETHER, AND UNDER WHAT
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CONDITIONS, WE WOULD CONTINUE TO RECOMMEND TO THE DEPART-
MENT OF COMMERCE APPROVAL OF APPLICATIONS FOR THE EXPORT
OF SUCH AIRCRAFT TO SOUTH AFRICA.

IN REACHING A DECISION ON THIS ISSUE, THE DEPARTMENT
OF STATE CONSIDERED ON THE ONE HAND OUR COMMITMENT TO
PROHIBIT THE EXPORT OF ALL MILITARY GOODS TO SOUTH AFRICA

AND ANY ITEMS WHATEVER TO THE SOUTH AFRICAN MILITARY AND POLICE AND THE INTERESTS OF US MANUFACTURERS OF LIGHT

AIRCRAFT. WE DECIDED, FOR THE TIME BEING, TO CONTINUE LIGHT AIRCRAFT EXPORTS PROVIDED THE END-USER IS ACCEPTABLE BUT TO ADOPT MORE RIGOROUS CONDITIONS WHICH ALLOW US TO VERIFY IN ADVANCE THAT THE INTENDING PURCHASER IS NOT A MEMBER OF THE AIR COMMANDOS. WE HAVE ADOPTED ADDITIONAL CONDITIONS FOR EXPORT WHICH ENABLE US TO MONITOR SUBSEQUENT SALES AND DETERMINE THAT THE AIRCRAFT HAVE NOT BEEN SOLD TO THE POLICE, MILITARY OR MEMBERS OF A PARAMILITARY UNIT, SUCH AS THE AIR COMMANDOS.

THE COMMITTEE MAY NOTE THAT PUBLISHED SOURCES, SUCH AS THE INTERNATIONAL INSTITUTE FOR STRATEGIC STUDIES, LIST 22 CESSNA AIRCRAFT IN THE SOUTH AFRICAN AIR FORCE. THESE ARE OLD AIRCRAFT PURCHASED BEFORE THE VOLUNTARY ARMS EMBARGO INSTITUTED BY THE UNITED STATES IN 1963. IN FACT, THE SOUTH AFRICAN AIR FORCE SOUGHT TO REPLACE THEM IN 1977 WITH NEW US AIRCRAFT, BUT THE EXPORT LICENSE WAS DENIED.

WHILE STIFFER EXPORT REGULATIONS CANNOT PREVENT THE SOUTH AFRICAN GOVERNMENT FROM COMMANDEERING CIVILIAN AIRCRAFT, THE STATE DEPARTMENT BELIEVES SUCH GOVERNMENTAL ACTION TO BE UNLIKELY SHORT OF A FULL-SCALE EMERGENCY
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SITUATION. OF COURSE, SUCH ACTION COULD OCCUR IN ANY COUNTRY WHERE THERE ARE US ORIGIN CIVILIAN AIRCRAFT. SHOULD THIS HAPPEN IN SOUTH AFRICA AT SOME FUTURE TIME, WE HAVE SOME SIGNIFICANT LEVERAGE THROUGH CONTROL OF THE SUPPLY OF SPARE PARTS. MOREOVER, WE RETAIN OUR ABILITY TO STOP ALL LIGHT AIRCRAFT SALES TO SOUTH AFRICA.

THERE CAN BE NO QUESTION OF THE COMMITMENT OF THE CARTER ADMINISTRATION TO ENSURE THE COMPLETE AND TOTAL COMPLIANCE OF THE UNITED STATES WITH THE TERMS OF THE UNITED NATIONS MANDATORY ARMS EMBARGO AGAINST SOUTH AFRICA. THE STATE DEPARTMENT HAS MADE SURE THAT OTHER NATIONS WHICH FORMERLY EXPORTED ARMS TO SOUTH AFRICA ARE FULLY AWARE OF OUR POSITION. AT THE SAME TIME, AS WE HAVE DECIDED AGAINST THE IMPOSITION OF AN ECONOMIC EMBARGO ON SOUTH AFRICA, WE FEEL WE SHOULD CONTINUE TO ALLOW NORMAL COMMERCIAL TRADE, AS IN THE CASE OF LIGHT AIRCRAFT, WHENEVER SUCH SALES ARE NOT TO OR FOR THE USE OF SOUTH AFRICA'S MILITARY AND POLICE FORCES. WE FEEL THAT IF WE WERE TO GO ANY FURTHER THAN OUR PROPOSED REGULATIONS IN AN ATTEMPT TO PREVENT THE EXPORT OF ANY GOODS WHICH COULD BE USED BY EITHER THE POLICE OR MILITARY, WE

WOULD EITHER CREATE A SET OF UNENFORCEABLE REGULATIONS,
OR WE WOULD END MUCH OF OUR NORMAL COMMERCIAL TRADE WITH
SOUTH AFRICA. END TEXT

2. THIS WILL BE SOLE US STATEMENT ON QUESTION OF SALE OF
THESE AIRCRAFT TO SOUTH AFRICA. CHRISTOPHER

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